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CENTRAL INTELLIGENCE AGENCY

25XREPORT

INFORMATION REPORT CD NO.

ENTRY East Germany

DATE DISTR 25 September 1953

SUBJECT Information on the East German Railroads

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25X1

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1. On 10 July 1953, [redacted] the railroad ferry to Sweden [redacted] again operate from Sassnitz after mid-October 1953. Work on the reconstruction of the ferry berth in Sassnitz was, allegedly, to be started on 6 August.
2. On 23 July, [redacted] because of a transfer of Derutza agencies from Pasewalk to Angermuende, transit traffic on the Pasewalk-Granbow-Stettin railroad line was suspended. Transit traffic in the Greifswald railroad district is exclusively directed via the Angermuende-Tantow-Stettin railroad line. 2
3. On 1 August, [redacted] locomotive brigades and the blue express have again operated on the line via Warsaw since 29 July. The Soviet officer also stated that this transit line was secured by Soviet military units. 1
4. [redacted] a special train for Pleck was dispatched to [redacted] Litovsk via Frankfurt/Oder on 27 July. The train was expected to [redacted] with Pleck on 1 August. 4
5. On 1 August, [redacted] a total of about 11,000 boxcars had been equipped as troop cars to date. The converted cars are said to have been dispatched from a collecting point at Wriezen railroad station to Jueterbog Altes Lager and Forst Zinna. Some of these cars were reportedly made available for the shipment of youth groups to holiday camps. 5
6. From 10 through 20 July, the SPC officers previously attached to railroad agencies in the Schwerin railroad district were withdrawn.

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7. Effective noon on 1 August, all railroad agencies in the Berlin railroad district were placed on alert status. 4

8. [REDACTED] two men were arrested by VPs near the railroad bridge over the Oder River on 23 July 1951, as they were going to commit a sabotage act against the bridge. Rail traffic across this bridge continues normal. 7

[REDACTED] Comment. In early October 1952, the railroad ferry to Sweden was rerouted from Sassnitz to Warnemuende, because Ruegen Island was declared a restricted zone. After the Ruegen project which involved the construction of a naval base was given up the railroad ferry may be retransferred to Sassnitz. Reports on pertinent negotiations between Sweden and the East German authorities were recently published in the press.

[REDACTED] Comment. The Scheune-Stettin border station is served by the Pasewalk-Grambow and Angermuende-Tantow feeder lines. Information on the suspension of passenger traffic on the Pasewalk-Grambow line was previously furnished [REDACTED]

[REDACTED] Comment. [REDACTED] the Frankfurt/Oder Warsaw-Berlin Litovsk line had been interrupted by Polish partisans since 6 or 7 July 1951. According to these reports, Soviet passenger and freight traffic on this transit line was greatly effected. However, no definite information has been obtained so far whether sabotage acts were really committed. [REDACTED]

[REDACTED] Comment. The return of State President Wilhelm Pieck from the USSR has already been announced over the radio.

[REDACTED] Comment. Since 30 June, special details of carpenters have been employed in Berlin for the manufacture of equipment needed for the conversion of boxcars into troop cars. [REDACTED] The stated number of 11,000 cars would represent approximately 220 troop trains. This number appears to be exaggerated in view of the fact that it would represent one third of the total number of boxcars available in East Germany.

[REDACTED] Comment. The SCC transportation control headquarters attached to regional railroad headquarters were dissolved in conjunction with the replacement of the SCC by a high commission. [REDACTED]

[REDACTED] Comment. This information must be received with reserve. Previous reports on sabotage acts committed against this important railroad bridge over the Oder River in early July proved to be unfounded.

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